

**Minutes of Coordination Meeting with the City of Macomb
FAP Route 315 (IL 336) & FAP Route 10 (U.S. 67)
MACOMB AREA STUDY
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00P**

March 6, 1998

Participants: IDOT - Annette Mills, Dave Clark, Rick Anderson, Tom Lacy, Paula Green

City of Macomb: Mayor Tom Carper
Alderman Dave Dorsett
City Administrator Bob Morris
Wastewater Superintendent Dan Brown

On March 6, 1998, a meeting was held at the District 4 office. Those in attendance are listed above. The purpose of the meeting was to present preliminary study information about the Macomb Area Study and to discuss Macomb's priorities for their transportation needs.

Following is a listing of topics presented, information provided, and discussion by meeting participants.

A-48

Origin-Destination Survey Results

Tom Lacy first presented an overview of the origin-destination survey in which traffic into Macomb was surveyed to determine traffic patterns and the optimal location of a bypass to serve traffic needs. Following is a listing of preliminary findings of the origin-destination survey which were presented on exhibits.

1. Composition of Traffic
 - * 80% Macomb based, 20% bypassing Macomb except in the North-South traffic movement in which 60% is Macomb based and 40% is bypass traffic.
 - * 11% truck traffic in all quadrants.
2. Predominant Bypass Volume
 - * North-South movement ranks first, West-North ranks second, and West-East ranks third. However, differences in volumes between the movements is not significant enough to base a preferred location based solely on traffic movement.
3. Diversion of Traffic from Existing U.S. 136/U.S. 67
 - * The highest diversion of traffic off existing U.S. 136/U.S. 67 through Macomb is provided with the combination of the bypass in the Northeast and Northwest quadrant. Second is the Northeast and South quadrant combination. However, again the difference in traffic between the alternate combinations is not significant enough to base a preferred location solely on traffic movement. Annette Mills added that the bypass study is being conducted to determine Macomb's long-term traffic needs and that the City's input is a vital part of the study.

4. Travel Time/Distance

- * Using an exhibit map, the distance and travel time for each bypass location was identified.
- * In regard to alignment length, the South bypass is approximately 3 miles longer in distance than the Northeast or Northwest bypass.
- * When comparing travel times, the Northwest-Northeast bypass combination is shorter in time than using existing U.S. 136 through town. Although the bypass is longer in distance, the traffic speed is much higher than the stop and go traffic through downtown Macomb using existing U.S. 136.
- * When comparing travel times, the existing West leg of U.S. 136 to U.S. 67 North is shorter in time than using a South-Northeast bypass combination.

The above mentioned time comparisons are important in analyzing the Northwest-Northeast bypass combination with the South-Northeast bypass combination in relation to all possible traffic movements.

Freeway vs. Expressway Designation

Mayor Carper delivered the February 16, 1998, City Council meeting minutes in which a resolution was made in preference of a freeway designation for the bypass. The Mayor asked if a County resolution was also needed and Annette Mills indicated it would be helpful in reinforcing the freeway decision. The City of Macomb prefers the freeway designation in order to better control development and resultant City expenditures on local road improvements. In regard to the cost to upgrade from an expressway to a freeway, the South quadrant has the highest cost with the lowest cost in the Northeast quadrant. The South quadrant has the highest cost due to the additional sideroad crossings and frontage road access connections in comparison to bypass locations in the Northeast and Northwest quadrants.

Local Road System Impacts as a Result of Bypass Location

The following local roads were discussed which would cross the perspective bypass location:

- * Adams Street in the NW quadrant
- * Bower Road in the NE quadrant
- * Johnson Street (CH 16) in the South quadrant

Expensive upgrades would be required to carry the additional traffic on Adams Street from a NW bypass, Bower Road from a NE bypass, and CH 16 (Johnson Street) from a South bypass. There was also a concern that this additional traffic would have a negative effect on traffic flow and safety within Macomb. County, Township and/or City funds would be spent for these upgrades.

Adams Street and Bower Road could be designed as overpasses using a freeway designation with nearby interchanges at state route connections to provide access to major traffic generators such as WIU and the Industrial Park. The Mayor, Alderman Dorsett, and City Administrator agreed this would retain the local road network and provide the opportunity for Macomb to control development and expenditures on future local roadway improvements.

Minutes of Coordination Meeting with the Macomb Chamber of Commerce
FAP Route 315 (IL 336) & FAP Route 10 (U.S. 67)
MACOMB AREA STUDY
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00P

March 12, 1998

In regard to the Johnson Street connection in the South quadrant, it was pointed out that the Origin-Destination Study results indicate a substantial amount of South bypass traffic would take a Johnson Street connection into Macomb to major traffic generators which include the hospital, schools, and residential development. An interchange at Johnson Street is therefore needed in order to provide a major traffic movement as determined by the Origin-Destination Study for a South bypass. If the South alignment is selected, additional traffic would travel through neighborhoods and very close to schools along Johnson Street. Improvements would be needed on Johnson Street to accommodate additional traffic. Those in attendance from Macomb were concerned with the additional traffic impacts on Johnson Street and required roadway upgrades.

General Discussion Items

Bob Morris questioned as to the cost of the different bypass alignments in each quadrant. Tom Lacy responded that a cost analysis will be performed along with environmental and engineering impacts as a part of the future refined study. In addition, the City of Macomb's preference for a bypass location will be an integral part of the decision process.

Bob also received an inquiry from a homeowner in the Hidden Hills subdivision as to increased noise levels as a result of a South bypass. The Hidden Hills subdivision is approximately 1/2 to 3/4 miles from proposed South bypass alignments. Paula Green explained that the subdivision residents would have additional traffic background noise at low levels during certain portions of the day. Noise mitigation, such as noise walls, are usually only effective where housing is adjacent to the roadway.

49 This concluded discussion of the Macomb Bypass in which the meeting was then adjourned.

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Participants: IDOT - Annette Mills, Dave Clark, Tom Lacy, Paula Green

Macomb Chamber of Commerce - see attached attendance sheet

On March 12, 1998, a meeting was held in Macomb at the Chamber of Commerce. Those in attendance are listed on the attached attendance sheet. The purpose of the meeting was to present preliminary study information about the Macomb Area Study and to discuss Macomb's priorities for their transportation needs. Following is a listing of topics presented, information provided, and discussion by meeting participants.

Origin-Destination Survey Results

Tom Lacy first presented an overview of the origin-destination survey in which traffic into Macomb was surveyed to determine traffic patterns and the optimal location of a bypass to serve traffic needs. Following is a listing of preliminary findings of the origin-destination survey which were presented on exhibits.

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4. Travel Time/Distance
 - * Using an exhibit map, the distance and travel time for each bypass location was identified.
 - * In regard to alignment length, the South bypass is approximately 3 miles longer in distance than the Northeast or Northwest bypass.
 - * When comparing travel times, the Northwest-Northeast bypass combination is shorter in time than using existing U.S. 136 through town. Although the bypass is longer in

distance, the traffic speed is much higher than the stop and go traffic through downtown Macomb using existing U.S. 136.

- * When comparing travel times, the existing West leg of U.S. 136 to U.S. 67 North is shorter in time than using a South-Northeast bypass combination.

The above mentioned time comparisons are important in analyzing the Northwest-Northeast bypass combination with the South-Northeast bypass combination in relation to all possible traffic movements.

Freeway vs. Expressway Designation

On February 16, 1998, a resolution supporting a freeway designation was made by the Macomb City Council. The City of Macomb prefers the freeway designation in order to better control development and resultant city expenditures on local road improvements. Several questions were raised by Chamber of Council members in regard to the advantages of the freeway designation. An explanation and example of a freeway and expressway roadway was first provided. Access to a freeway is via interchanges only such as interstate routes. An expressway has at-grade intersections with sideroads and also direct access for single residential property. An expressway example is U.S. Route 67 from Macomb to Monmouth. The freeway designation will provide controlled access points at interchanges which are safer for access than expressway at-grade intersections. Tom explained the disadvantage of an expressway with at-grade intersection in regard to the possibility of traffic signal installation as a result of increased accidents. A build up of development at expressway intersections could also increase traffic on city local road connections which could negatively affect traffic flow and safety. These roads would need to be upgraded at the City's cost.

In regard to interchange for a freeway facility an aerial exhibit was used to identify the location in relation to preliminary alignments. It was explained that the type of ramp configuration for the proposed interchange locations will be determined as a part of future detailed study.

Local Road System Impacts as a Result of Bypass Location

The following local roads were first discussed which would cross the perspective bypass location:

- * Adams Street in the NW quadrant
- * Bower Road in the NE quadrant
- * Johnson Street (CH 16) in the South quadrant
- * Grant Street in the South quadrant

Adams Street and Bower Road could be designed as overpasses using a freeway designation with nearby interchanges at state route connections to provide access to major traffic generators such as WIU and the Industrial Park. This would retain the local road network and provide the opportunity for Macomb to control development and expenditures on future local roadway improvements.

In regard to the Johnson Street connection in the South quadrant, it was pointed out that the Origin-Destination Study results indicate a substantial amount of South bypass traffic would take a Johnson Street connection into Macomb to major traffic generators which include the hospital, schools, and residential development. An interchange at Johnson Street is therefore needed in order to provide a major traffic movement as determined by the Origin-Destination Study for a South bypass. If the South alignment is selected, a negative impact would result from additional traffic traveling through neighborhoods and very close to schools along Johnson Street. Improvements would be needed on Johnson Street to accommodate additional traffic.

In regard to Grant Street in the south quadrant, it was pointed out that Grant Street would not be connected to the freeway designated south bypass alignment. This would result in significant adverse travel to the hospital on Grant Street for U.S. Route 67 traffic south of Macomb. Using a northwest and northeast bypass combination, an at-grade intersection of Grant Street to U.S. Route 67 could be provided because U.S. 67 south of the U.S. 136 interchange would be designated as an expressway.

General Discussion Items

The Chamber of Commerce informed IDOT that they have sent out a questionnaire to City residents to determine public opinion on the bypass location. IDOT was given a sample questionnaire which included a preliminary alignments map and a space provided to respond to alignment location preference. Upon analyzing the questionnaire results and other project study information, the Chamber of Commerce intends to provide IDOT their preference on bypass location. Annette Mills added the City of Macomb is also providing their preference on bypass location which will be an integral part of the decision process along with cost, traffic, environmental, engineering, and other associated impacts.

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ATTENDANCE SHEET

PROJECT: MACOMB AREA STUDY
JOB NO: P-94-152-91

MEETING PURPOSE:
Coordination meeting with Macomb Chamber of Commerce

DATE: March 12, 1998 - 3:00 pm

NAME	REPRESENTING	PHONE #
1 Tom Lacy	IDOT - 4	671-3462
2 Bruce Blazewicz	Chamber	837-5000
3 Ed Collins	McClure Engineering	833-4594
4 Ted Hutto	Caldwell Banker Four Seasons	833-5300
5 Dave Clark	IDOT	671-3493
6 Paula Green	IDOT	671-3478
7 Dan Rotermann	McDonough Co.	833-4196
8 Jack Beckman	Lamar/Cally Hauling & Paving	837-6464
9 Silas J. Dyer	Chamber	837-4855
10 Mike Wiselend	Chamber - Airport Authority	837-0611
11 Bob Curtis	Kenner Chrysler Dodge	837-2273
12 Mike Hillger	Hillger Inc.	837-6434
13 Bill Butcher	Macomb Chamber	833-5376
14		
15		
16		
17		
18		
19		
20		

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Thomas C. Carper
Mayor
Phone: 309/833-2558

Lucille Gibson, CMC/AEE
City Clerk
Phone: 309/833-2575

City Administrator
Phone: 309/837-0501

City Attorney
Phone: 309/833-4373

Community
Development
Coordinator
(Building & Zoning)
Phone: 309/833-4944

City of Macomb

P.O. BOX 377
MACOMB, ILLINOIS 61455
FAX: (309) 837-1523

August 3, 1998

Mr. Dale Risinger, District Engineer
Illinois Department of Transportation
401 Main Street, Becker Building
Peoria, Illinois 61602-1111

Dear Dale,

On behalf of the Macomb City Council and the McDonough County Board, please accept this letter as official notification of our recommendation to support the N.W. Corridor for a future by-pass of Macomb. (enclosed are official minutes of action taken). This decision was made with the assumption that the east by-pass would be completed independent of the 336 by-pass project.

We would also request that the East (67) by-pass be given priority and that no by-pass be considered until four lane construction on all routes (67 and 336 to Quincy) are complete. We also request that any by-pass construction proceed with minimum impact on property and wildlife habitat.

Thank you for your interest in this matter and we look forward to maintaining our productive relationship with the Department.

Cordially,

Thomas C. Carper
Thomas C. Carper, Mayor
City of Macomb, Illinois

and

Charles Gilbert, Chairperson
McDonough County Board

TCC & CG/dh

cc: Senator Laura K. Donahue
Representative Rich Myers



Home of Westerr

IL 336/Macomb Study
Clark
Lacy
Heeg
Green

Orig. to ACM

✓	DIST. ENGR.	
	FILE	
	ADMIN.	
	IMPLEMENTATION	
	LOC. RES.	
	OPERATIONS	
	PROGRAM DEVELOPMENT	✓
	REPLY	
	PREPARE REPLY FOR D.E. SIGN	
	INVESTIGATE & REPORT	
	RETURN	

MINUTES OF THE McDONOUGH COUNTY BOARD
July 15, 1998

The Monthly Meeting of the McDonough County Board was held at the McDonough County Courthouse. County Board Chairman Charles Gilbert called the meeting to order at 7:00 p.m., DST. Roll call resulted in 20 present, 1 absent (Hensley). Sheriff Stan Carman gave the opening declaration and County Board Chaplain Moll led in opening prayer.

EXHIBIT 1

Chairman Gilbert called for the reading of the June 17, 1998 County Board minutes. Board Member Cook moved to dispense with the reading of the minutes and approve them as written. Board Member Moll seconded the motion. Motion carried with a voice vote.

EXHIBIT 2

The report from Public Defender, John A. Carter for the month of June was received and filed.

EXHIBIT 3

Sales Tax collected in May 1998 for April 1998 was \$52,579.60. The report was received and filed.

EXHIBIT 4

The report of Balances and Investments from County Treasurer Waggoner was read and referred to the Finance Committee.

EXHIBIT 5

County Clerk Miller's report on Warrants Issued in Vacation was read and referred to the Finance Committee. (The total was \$458,212.03).

EXHIBIT 6

The monthly report of Circuit Clerk Lunt was received and filed.

EXHIBIT 7

Board Member Cook made a motion to approve the report of the Finance Committee as read with Board Member Pendarvis seconding the motion. Motion carried with a roll call vote of 20 ayes and 1 absent as Exhibit 7A.

EXHIBIT 8

Board Member Moll made a motion to dispense with the reading of the claims report and to approve it as submitted with Board Member Inman seconding the motion. Motion carried with a roll call vote of 20 ayes and 1 absent as Exhibit 8A.

EXHIBIT 9

Board Member Harwick made a motion that was seconded by Board Member Schwerer to approve the recommendation of the County Board Chairman to locate the Highway 336 Bypass through McDonough County at the S-4 (southern-most) location as presented by IDOT. Discussion followed. Two individuals (Susan Conlon and Kent Peters) representing residents opposed to the southern route made brief presentations to the Board. Two individuals (Dolores Hinds and Bob Henry) representing residents opposed to the northern route also made brief presentations to the Board. Subcommittee Chairman Harwick stated that the recommendation

MINUTES OF THE REGULAR CITY COUNCIL
MEETING HELD ON MONDAY, JULY 20, 1998
7:00 P.M.

State of Illinois }
County of McDonough } ss
City of Macomb }

The City Council of the City of Macomb, Illinois met in regular session on Monday, July 20, 1998, in the McDonough County Courthouse.

Mayor Tom Carper called the meeting to order. A Prayer was given by Alderman James Chambers followed by the Pledge of Allegiance led by City Attorney James Lee.

Deputy City Clerk, Melanie Falk, called the roll and the following Aldermen answered present: James Chambers, Dave Dorsett, John Maguire, Tom Schneider, John Conrad, William Murphy, Marilyn Eck. Seven Aldermen being present and none being absent. In addition to the Mayor, Deputy City Clerk and Aldermen, City Administrator Bob Morris, City Attorney James Lee and City Treasurer Ronald Ward were also present. Mayor Carper declared a quorum present for the transaction of business.

Superintendent of Departments present: Community Development Coordinator Gary Ziegler, Police Chief Bill Hedden, Acting Water Superintendent George Mulvin, Cemetery Sexton Jack Hall, Acting Street Superintendent Randy John, Fire Chief Don Bytner, Waste Water Superintendent Dan Brown were absent.

Items on the Consent Agenda:

1. Approval of the Minutes of the regular Council meeting held on Monday, July 8, 1998, at 7:00 p.m.
2. Approve Claims and Accounts submitted on July 13, 1998.
3. Place on file Treasurer's Report for the month of June 1998.
4. Place on file the following Department Reports: Code Enforcement, Fire Department.

Alderman Conrad moved, seconded by Alderman Murphy to dispense with the reading of the consent agenda and adopt the same as published, on question being put, Aldermen Chambers, Dorsett, Maguire, Schneider, Conrad, Murphy, Eck being all Aldermen voting "Aye" on roll call and no "Nay" votes, Mayor Carper declared the motion carried.

Alderman Maguire moved, seconded by Alderman Schneider to recommend the Northwest by-pass Route 336 around Macomb and have the Mayor draft a letter, if this motion is approved, to reflect position on behalf of the City of Macomb and to request the Department of Transportation to proceed with this project in a timely fashion as possible in stages in appropriately fashion, on question being put, Aldermen Chambers, Maguire, Schneider, Conrad, Murphy being all Aldermen voting "Aye" on roll call and Aldermen Dorsett and Eck voting "Nay" on roll call, Mayor Carper declared the motion carried.

City Attorney Lee gave 2nd reading of the following ordinance:

An Ordinance to Vacate a Portion of Home Street Lying North of East Murray Street and Lying Between Blocks 1 and 2 of Home Addition to The City of Macomb, McDonough County, Illinois

Alderman Dorsett moved, seconded by Alderman Conrad to approve the ordinance, on question being put, Aldermen Chambers, Dorsett, Maguire, Schneider, Conrad, Murphy, Eck being all Aldermen voting "Aye" on roll call and no "Nay" votes, Mayor Carper declared the motion carried and the ordinance was approved and became Ordinance No. 2766.

City Attorney Lee gave 1st reading of the following ordinance:

An Ordinance to Provide for Parking Restrictions in the 200 Block of East Murray Street

City Attorney Lee gave 2nd reading of the following ordinance:

An Ordinance to Authorize Rezoning the Property at 104 North Prairie Avenue Macomb, McDonough County, Illinois from R-2 Single Family Residential Zoning To B-2 General Business District for Commercial Purposes

Alderman Dorsett moved, seconded by Alderman Conrad to approve the ordinance, on question being put, Aldermen Chambers, Dorsett, Maguire, Schneider, Conrad, Murphy, Eck being all Aldermen voting "Aye" on roll call and no "Nay" votes, Mayor Carper declared the motion carried and the ordinance was approved and became Ordinance No. 2767.

Alderman Murphy moved, seconded by Alderman Conrad to approve the MDOC Revolving Loan application from Terrill Abstract and Title Company, Inc. at 129 S. Randolph in the amount of \$3,800.00 at 3% for 3 years, on question being put, Aldermen Chambers, Dorsett, Maguire, Schneider, Conrad, Murphy, Eck being all Aldermen voting "Aye" on roll call and no "Nay" votes, Mayor Carper declared the motion carried.

PRAYER &
PLEDGE

ROLL CALL

SUPT. OF
DEPT.
PRESENT

CONSENT
AGENDA
ADOPTED

RECOMMEND
NORTHWEST
BY-PASS
TO IDOT

ORDINANCE
APPROVED
NO. 2766

ORDINANCE
APPROVED
NO. 2767

APPROVE
MDOC LOAN
TERILL
ABSTRACT
\$3,800

Council Minutes
Page 2

ADJ LOAN
GUIDELINES

certain interior improvements, on question being put, Aldermen Chambers, Dorsett, Maguire, Conrad, Murphy, Eck being all Aldermen voting "Aye" on roll call and no "Nay" votes, Mayor Carper declared the motion carried.

STATE
1/4 MILES
ZONING
BOUNDARIES

Alderman Maguire moved, seconded by Alderman Chambers to have the City Attorney draft an ordinance to extend the extra-territorial boundaries 1 1/4 miles and to include in the provision the zoning line will automatically extend upon annexation to the City, all Aldermen voted "Aye" and Mayor Carper declared the motion carried.

MAYOR SEND
LETTER TO DOT
RE FREEWAY

Alderman Dorsett moved, seconded by Alderman Murphy to authorize the Mayor to send a letter to the Department of Transportation stating our preference for a freeway for the Macomb highway by-pass, all Aldermen voted "Aye" and Mayor Carper declared the motion carried.

SPECIAL
COMMITTEE OF
THE WHOLE MTG
FEB. 19'98

Alderman Maguire moved, seconded by Alderman Dorsett to call a Special Committee of the Whole meeting on Thursday, February 19, 1998 at 5:00 p.m. at the McDonough County Courthouse, all Aldermen voted "Aye" and Mayor Carper declared the motion carried.

SPECIAL
COMMITTEE OF
THE WHOLE MTG
MARCH 12'98

Alderman Dorsett moved, seconded by Alderman Chambers to call a Special Committee of the Whole meeting on Thursday, March 12, 1998 at 5:00 p.m. at the McDonough County Courthouse for Water Budget issues, all Aldermen voted "Aye" and Mayor Carper declared the motion carried.

ACCEPT
RESIGNATION/
ACCEPT APPOINTMT
POLICE/FIRE COMM

Alderman Conrad moved, seconded by Alderman Murphy to accept the resignation of Hugh Anderson on the Police and Fire Commission and concur with the appointment of Larry Myers to fill the vacancy, all Aldermen voted "Aye" and Mayor Carper declared the motion carried.

EXECUTIVE
SESSION

Alderman Conrad moved, seconded by Alderman Dorsett to adjourn into Executive Session for (a) Appointment, employment, compensation, discipline, performance or dismissal of an employee, (pursuant to Sec. 2(c)(1) of the Open Meetings Act) and (b) Setting the sale price of real estate (pursuant to Sec. 2(c)(6) of the Open Meetings Act), on question being put, Aldermen Chambers, Dorsett, Maguire, Conrad, Murphy, Eck being all Aldermen voting "Aye" on roll call and no "Nay" votes, Mayor Carper declared the motion carried and they adjourned into Executive Session at 7:40 p.m.

OPEN
SESSION

Alderman Conrad moved, seconded by Alderman Maguire to adjourn back into Open Session, all Aldermen voted "Aye" and Mayor Carper declared the motion carried and they adjourned back into Open Session at 8:10 p.m.

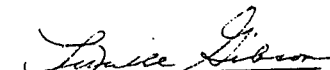
APPOINTMT
OF PERSONNEL

Alderman Murphy moved, seconded by Alderman Maguire to refer to the Committee of the Whole meeting on Monday, February 23, 1998, the appointment of personnel with power to act, on question being put, Aldermen Chambers, Dorsett, Maguire, Conrad, Murphy, Eck being all Aldermen voting "Aye" on roll call and no "Nay" votes, Mayor Carper declared the motion carried.

COUNCIL
ADJOURNMENT

There being no further business to come before the Council Alderman Conrad moved, seconded by Alderman Dorsett to adjourn, all Aldermen voted "Aye" and Mayor Carper declared the motion carried and they adjourned at 8:15 p.m.

A-53


City Clerk

THE QUINCY HERALD-WHIG

County of Adams, } ss.
City of Quincy.

I do hereby certify that I am President of Quincy Newspapers, Inc., a corporation organized under the laws of the state of Illinois, with its principal office at Quincy, Illinois; that as such I am duly authorized by resolution of the Board of Directors of said Corporation to execute any and all certificates of publication for said corporation, including this certificate, and certify to the publication of any and all notices printed and published in THE QUINCY HERALD-WHIG and The Quincy Journal, and said authority appears in the minutes of said corporation and by said authority I am authorized to make this certificate.

I further certify that said Quincy Newspapers, Inc., is the owner and publisher of THE QUINCY HERALD-WHIG and the Quincy Journal, a daily secular newspaper of general circulation, published in the City of Quincy, County of Adams, and State of Illinois, and regularly issued daily, except some holidays.

I further certify that said newspaper is a newspaper as defined by Section 5 of "An Act to revise the law in relation to notices" approved July 17, 1969 (H. B. 1059).

I further certify that the notice of which the annexed is a true copy was printed and published regularly and consecutively in THE QUINCY HERALD-WHIG and the Quincy Journal on

October 2, 1997

October 30, 1997

IN WITNESS WHEREOF, said Quincy Newspapers, Inc., has caused this certificate to be signed by its said duly authorized representative and its corporate seal affixed this 4th day of November

A. D., 19 97

QUINCY NEWSPAPERS, Inc.,
Publisher.

By: Thomas A. Oakley
It's President

Certificate 15605

THE ILLINOIS DEPARTMENT OF TRANSPORTATION WILL BE HOLDING A PUBLIC HEARING to discuss the design and possible road closures

ILLINOIS ROUTE 336
A four-lane expressway study from
CARTHAGE TO MACOMB

A PUBLIC INFORMATION MEETING

for
THE MACOMB AREA STUDY
investigating bypasses around Macomb

WEDNESDAY, NOVEMBER 5, 1997

EDISON JUNIOR HIGH SCHOOL
421 SOUTH PEARL STREET
IN MACOMB

FROM 5:00 P.M. TILL 8:00 P.M.

and on

THURSDAY, NOVEMBER 6, 1997

HANCOCK COUNTY
COOPERATIVE EXTENSION CENTER
550 NORTH MADISON STREET
IN CARTHAGE
FROM 5:00 P.M. TILL 8:00 P.M.

You are invited to attend either meeting at any time during the 5:00 P.M. - 8:00 P.M. period. No formal presentation will be given. Department personnel will be on hand to answer questions and receive comments about the proposed projects. Exhibits, drawings, aerial photos and the Draft Environmental Impact Statement for Illinois Route 336 will be available for examination. The Draft Environmental Impact Statement will also be available for review at the District office listed below. Anyone interested in reviewing this document should call in advance for an appointment.

Information on the Department's Relocation Assistance and Payments Program will be available at the meetings. It is the policy of the Department that no family or individual occupying a dwelling can be displaced by a Department highway project unless and until comparable replacement housing is made available to, or provided for, all those to be displaced by the project.

Publishers Fee: \$940.32

Meeting rooms are accessible to disabled persons. Disabled persons needing special accommodations should telephone or write the contact person listed below 5 days before the hearing to advise her of their plans and request additional information. All others may receive more information by contacting:

Annette C. Mills, Program Development Engineer

Division of Highways-District 4

401 Main Street

Peoria, Illinois 61602-1111

Phone: (309) 671-3480

Fax: (309) 671-3498

Illinois Department
of Transportation

THE ILLINOIS DEPARTMENT OF TRANSPORTATION WILL BE HOLDING A PUBLIC HEARING to discuss the design and possible road closures

ILLINOIS ROUTE 336
A four-lane expressway study from
CARTHAGE TO MACOMB

A PUBLIC INFORMATION MEETING

for
THE MACOMB AREA STUDY
investigating bypasses around Macomb

on

WEDNESDAY, NOVEMBER 5, 1997

at

EDISON JUNIOR HIGH SCHOOL

621 SOUTH PEARL STREET

IN MACOMB

FROM 5:00 P.M. TILL 8:00 P.M.

and on

THURSDAY, NOVEMBER 6, 1997

at
HANCOCK COUNTY
COOPERATIVE EXTENSION CENTER
550 NORTH MADISON STREET
IN CARTHAGE
FROM 5:00 P.M. TILL 8:00 P.M.

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Annette C. Mills, Program Development Engineer

Division of Highways-District 4

401 Main Street

Peoria, Illinois 61602-1111

Phone: (309) 671-3480

Fax: (309) 671-3498

Illinois Department
of Transportation

FROM CHICAGO

Received by: SPC Date: 11/5/97

Change To: _____

Comments: _____

Approved by: _____ Date: _____

CERTIFICATE OF PUBLICATION

STATE OF ILLINOIS,
ss.
County of McDonough

This is to certify that a printed notice, of which the annexed is a true copy, was published in the MACOMB JOURNAL _____ times, being once each week for _____ successive weeks, the first publication of said notice being in the issue of said paper dated and issued on the _____ day of _____ A.D., 19 _____, and the last publication of said notice being in the issue of said paper dated and issued on the _____ day of _____ A.D., 19 _____, that said MACOMB JOURNAL is a secular daily published in the city of Macomb, McDonough County, Illinois, and has been regularly published daily in said city of Macomb for at least six months immediately prior to the said first publication of said notice; that the said MACOMB JOURNAL is published by Newspaper Holdings, Inc., successor February 14, 1997 to Park Newspaper of IL, Inc.; that the MACOMB JOURNAL was regularly published daily, except Sundays, for at least six months prior to February 14, 1997 by Park Newspapers of IL, Inc., and since February 14, 1997 the MACOMB JOURNAL has been regularly published by Newspaper Holdings, Inc.

That by resolution of the Board of Directors of Newspaper Holdings, Inc. Randall L. Lohrenz and John R. Friedrich are duly authorized to make this certificate for and on behalf of Newspaper Holdings, Inc.

By: John R. Friedrich
Its Duly Authorized Agent.

Printer's Fee: 417.60

Subscribed and sworn to before me this _____ day

of _____ October _____ 19 _____

Marilyn K. Thompson
Notary Public

OFFICIAL SEAL
MARILYN K. THOMPSON
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES 9-28-2000